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SEE REVERSE FOR DECLASSIFICATION ACTION

15 March 48

Chief, FBIB

Chief Engineer, FBIB

Station construction plan for East Coast, Cyprus and Far East Monitoring Stations, and some general comments.

The possibility that FBIB will soon have three Monitoring stations under construction makes it necessary that special plans be made to best carry such construction out under the difficult personnel recruitment conditions encountered.

It is desirable to apply standardization in many categories of equipment in this program. This requires coordination by an engineer. For this reason I should remain in Washington to perform the necessary coordination and can at the same time assume the engineering responsibility for the construction of the East Coast station.

If I am to stay in Washington, we must dispatch someone else to Okinawa, who will be capable of constructing the station to be erected there. Since the list of materials for this station is prepared on the basis of a fairly definite plan which I have in mind, and since a list of materials should be submitted as a requisition as soon as the project is approved, whoever assumes the responsibility for the engineering construction of the Okinawa station must learn that plan from me. If [redacted] is given this job, he can either come to Washington or I can go to Reseda to give him the plan. The latter plan seems best since this would give me an opportunity to inspect the Reseda station with a view to our profiting by their experiences in the construction of our East Coast and Cyprus stations.

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Neither [redacted] is too well sold on the monitors tuning in their own programs, where this is possible. I'm convinced that the high spirit of cooperation between the monitors and technical men at Portland will carry over at Reseda and that the monitors will be given every opportunity to show what they can do in tuning in their own programs. I expect that [redacted] and his men will change their minds and that [redacted] will build the Okinawa station to best carry out our plans. But I am not convinced [redacted] will carry out this program on the East Coast. I'm confident that we can have a better operation if a higher spirit of cooperation is brought about between the East Coast monitors and technical men and that the monitors can tune in an appreciable percentage of their own programs with a resultant better understanding of the whole operation and a saving in a reduced technical staff or a freedom for the technical staff to carry out other important functions.

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[redacted] will build the Cyprus station as he sees best will carry out the local requirements. His job there is to build a station which others will operate.

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However, aside from the fact that we have no one here with my experience to supervise the East Coast technical installation, I believe it best that I assume this responsibility - with considerable planning help from [redacted] I plan to consult him for his ideas on every matter so that our combined ideas will build the station. Yet, I would see that the technical arrangements are such as to facilitate cooperation and understanding between the technical staff and the monitors.

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Further, in the absence of another engineer, [] cannot undertake both the active supervision of the Silver Hill station and the construction of the new station.

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Experience in the construction of the Reseda station has shown that it took a year's planning and completion of a requisition and another year's construction effort of 4½ men to complete the station. Much of the latter year's time was consumed in construction delays at the hands of the Army engineers. Much of the time was used to construct an elaborate station.

This is to point out that with the plans in mind for the Cyprus, Okinawa and East Coast stations, we must expect more construction assistance than our present personnel complement can offer.

At Cyprus: Once construction has advanced to the point where wiring can start, [] will need help, unless considerable time is allowed for the opening of the station, even though the station is nowhere nearly as complicated or elaborate as the Reseda station is. An American trained maintenance technician should be recruited for Cyprus and sent there to aid with the installation. This would also give him excellent background for his later maintenance duties.

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At Okinawa: Once construction has advanced to the point where wiring can start, an American trained maintenance technician should be at hand to help with the installation. It is assumed that by this time, [] will be on Okinawa, working with [] and preparing to take over as soon as everything is under control. In the case of both Cyprus and Okinawa, it may be necessary to place on temporary assignment another technician to speed up installation to hasten completion of these stations by months.

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At [] and I can manage the construction of the East Coast station up to the point where internal radio wiring can begin. At this time, a maintenance technician (to be hired) and two of the men from Silver Hill can be assigned to installation duties at the new station. I expect that a complement of about 15 men will be sufficient to man the technical operations of the new station. This can be realized by having the monitors tune in a part of their own programs on receivers installed in their monitoring booths. The 15 man complement will allow for an expanded press copying schedule.

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I believe we will always have difficulty in getting first rate maintenance technicians at SP-8. Past experience has shown that some P-3 engineers were the only ones really competent to handle this job. In my way of looking at it, we will have to pay the equivalent of a GAF-9 salary to get the skill we want and expect the man to stay with us for long.

Also, I believe we will have to pay up to GAF-9 to satisfy really competent cruising technicians. What has happened to us in the past has been that such men were promoted to P-3 to keep them satisfied and they were lost to the cruising operation. I fully believe that a first rate cruising man is worth a GAF-9 rating.

With the investment we will have in special equipment [] on Okinawa a thoroughly competent maintenance technician trained in the United States is a must. We cannot depend on foreign help to keep this equipment running

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at top efficiency.



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